## DEFER DECISION IN AUTO CONTEST

Buick First to Arrive-Maxwell Makes Good Showing.

They are here, but you will have to wait until next week for the answer. Dust covered and to all outward ap-

pearances much the worse for wear the Maxwell and Buick were welcomed to our beautiful city by large and curious crowds last evening after their grueling 417-mile Reliability Run from New York

Appearances to the contrary notwithcondition at the finish and covered the route in such style that the judges will have troubles of their own in declaring the winner.

The arbiters are Le Roy Mark, secretary of the Washington Auto Club; Dr. H. McConnell, and A. G. Newmyer, of The Times. These judges will hold a star chamber session with the drivers and observers next Wednesday and figure it all out a la David Beecroft.

Delayed by Tire Troubles.

Owing to the Maxwell's tire troubles Buick beat the little car to the finish in point of time, although this does not put the Maxwell out of the running. After taking a fleeting glance at some New York roads, Sam Luttrell and Guy Tolman held an informal mass meeting and extended the time limit in order to make the running schedule sixteen instead of eighteen miles an hour. cording to revised conditions the Buich pulled in 25 minutes ahead of its schedde, arriving here at 6:05 o'clock. Th Maxwell reached town at 8:07.

Despite its tardiness the little two cylinder, 14-horsepower Maxwell made a wonderful showing which marks anothe victory for the low priced car. It was an hour behind its competitor at Philadelphia, and lost over an hour and a half between Lancaster and York. Three punctures and two blow outs necessitated other stops for less time. In spite of this handicap the little car came back strong on the home stretch, and regained all but two hours on the Buick between Westminster and this

President Briscoe, of the Maxwell-Briscoe Company, accompanied the Maxwell as far as Nyack, and J. R. Thomas and a Times representative left Washington as soon as they received word that the Tolman's car had reached York. The cars met at Westminster but the non-contesting auto could not stand the pace and was left in the lurch. when the Maxwell made tracks for Washington

Tolman's New Record.

Guy Tolman, by way of not overlookamong local auto authorities seems to be a little hazy concerning the present twenty-five degrees, the whole conmark, but twenty-nine hours is thought to be the longest time any driver has been at the wheel in a contest. The American Automobile Association will be appealed to, and should this figure be correct, Tolman will have set a new standard by working 291/2 hours. Thus does Tolman inch up on his friend Lut-trell's thunder, for it was the Buick's bright young representative who con-ceived the idea of driving the whole route. Tolman went him one better by spinning around a few blocks to round ut the required time after reporting to

that he had a little brush with a steam- ten events, as follows: owned by none other than E H. Harriman, and is decidedly more cer- three-mile amateur, five-mile F. A. M., tain that he didn: take the dust of national amateur championship; threethe same. The incident occurred, ac- mile amateur, for private owners; one cording to Luttrell, near the country mile national championship, ten-mile home of the magnate at Yonkers. The professional free-for-all, five-mile ama- now making a long-distance bicycle Steamer steamed right out in front teur pursuit, ten-mile amateur national tour, which began June 4, and will of the Buick runabout real saucy like, but not for long. Luttrell seized this championship. chance to be a hero, and after a mile

the big stranger. Put Through Test.

After the arrival of the cars here their time was taken, and later in the than have been seen in any Times Reliability Run, and their showthat it is hard to get a line on the

The cars were started from New York yesterday at 3:25 o'clock by Frank G. Webb, chairman of the racing board of the A. A. The race was the result of a sweeping defy issued by the Maxwell to any car listed under \$1,000 for a match race between Washington and safer than if they stop, and certainly New York. The 4-cylinder Buick runa- a great deal safer, in most cases, bout was the only taker. By the way than when they turn and retrace of adding a little sporting interest to their steps. the affair, \$50 was posted with The The bicyclist or motorcyclist—and Times as a forfeit, and the winner, the chauffeur as well—when he sees when declared, will take all.

## RIDES MOTORCYCLE

are quite out of the ordinary, has just been begun by J. Stout, a St. Paul newspaper man.

Mr. Stout is better known by his rid-ing name of "Jack Knife." He has planned a four of thousands of miles, that will begin in England, and have its eastern end in some point in Asia that has not yet been decided upon. The long ride will be made with a view to finding new models of toys for little folks. He will send back specimens of the toys that he thinks have never been seen on this side of the Atlantic, and which can be adapted for use by American children, together with descriptive notes teiling of the manner in which they are manufactured abroad. This, it will be seen, opens up a fas-cineting field, and offers an unusual opportunity for studying the habits of

strange races. It may be taken for granted that after Mr. Stout leaves the main traveled routes, he will find nothing that will seem as strange to him, as the swift-flying machine he rides will be to many of the communities that he will visit. In many ways, too, the trip will be a long drawn out endurance and relia-bility contest, which will be of interest to both motorcycle riders and motor cycle manufacturers.

## Thomas Stationed at Dieppe To Prepare for Grand Prix

Dieppe circuit, July 7.

The race, which should be the most keenly contested and the fastest the followed at intervals of one minute by Motobloc, Renault, Dietrics, Benz, Flat, Brasir, Forthos, Opel, Bayard-Clement, Itala, Weigel, Mors, then the American hampion, the Thomas flyer, driven by Lewis Strang, George Heath, on a Pan-hard, will follow the winner of the Briarchiff contest, and behind him will e the Germain car of Belgian origin.

This will complete the first series, the started in the same order and at inter-

After a visit to Paris, where all for ities have been accomplished with the French Club, the Themas team, under the control of Harry S. Houpt, as returned to Dieppe to take up permanent headquarters and make final preparations for the great speed carnival. Although the course is now closed to racing cars, Lewis Strang, the official driver, and Montague Roberts, the reserve driver, will have an opportunity of becoming acquainted with the roads on the touring car brought over at the same time. Doubtless a few days before the race the course will be again opened and an opportunity given all drivers of studying the most difficult spots.

European drivers have been practising on the Dieppe course for several months on the Dieppe course for several months of showing to the world that the stock and are, in consequence, thoroughly ac-

There will be forty-eight of Europe's | quainted with every turn, thus havin fastest racing cars and one American an advantage over the foreign competi-champion in the Grand Prix on the tors. The Thomas Motor Car Company, which is responsible for the only American entry, has also elected to run under additional disadvantage, the world has ever seen, will be started at the exception that the engine has a by Moore Brabazon. One minute later slightly increased bore to meet the the Mercedes racer will be sent away. Grand Prix rules. All the European cars, on the other hand, are specially constructed cars rating from 110 to 130horsepower. By competing against Europe with their everyday product it is believed that the best demonstration can be given of the reliability and endurance of the Thomas Flyer. Tests which have been made over the fast French roads show that the car can furnish remarkable speed, and should D. Grant's message from New York to give a good account of herself in the Fort Leavenworth, Kan., last winter. nternational speed test.

After the verification of the cylinder bores and the stamping of the cylinders by an official of the French Club, a w minor changes have been made with a view to decreasing wind resistance, and all that now remains is a few final road tests in order to have the certainty that nothing has been neglected for the great struggle. Last year the winner of the Grand Prix had an average of slightly more than seventy miles an nour; this year it is expected that a

slightly better avrage will be obtained. The ability of the Thomas car to meet the conditions is shown by the fact that on a straightway it has attained a speed believes that he will have the pleasure

#### MOTORCYCLE TRACKS ESTIMATE PLACES ADAPTED TO SPEED

Newly Constructed Stadium at Paterson Should Be Scene of Record Breaking Grinds.

World records are expected to go by the boards at the annual championship meet of the Federation of American Motorcyclists, to be held on the new six-lap banked stadium at Paterson, N. J., on Saturday, July 4.

The track is just being completed, and as it is banked to hold a speed of ably eclipse his own figures.

he Munsey building.

But Luttrell deserves honorable mention fust the same. He is almost sure beld has been arranged. It consists of present time.

Federation of American Motorcyclists. while many will enter finally who have not been reckoned upon at all up to the present time.

#### straightaway spin waved good-by to SOME TIMELY TIPS ON DODGING WHEELS

evening the contestants were put year of the present century; with the through the full assortment of tests number of motorcycles increasing prescribed by the rules of the recent every day, and with no lack of auing in this stunt was again so good destrian needs to be alert a wary. He may be legally entitle right of way, but he does '

that fact to be the basis fo. age suit for the benefit of his estate. It is well to remember, therefore, that the principal danger to pedestrians comes when they hesitate. If which they start they are usually

a person crossing the street, figures that when his vehicle reaches that point the pedestrian will have gone forward. He is able to judge his IN HUNT FOR TOYS own rate of speed exactly, and can estimate the distance needed to en-A remarkable motorcycle journey, and one in which the results to be obtained cannot tell what is in the pedestrian's mind, nor foresee a cangerou Jump backward at the critical mo-

If people would only observe the simple rule of walking in a straight line in the direction in which they accidents on the highway would be many times fewer.

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Number of Non-Co. testing Cars to Accompany Glidden Tourists Unusually Large.

the fact that many owners and manufacturers make up their minds to compete at the very last moment.

Chairman Hower places the actual entry list at forty to fifty cars, while newspaper men and publicity experts seconds to the mile some startling confidentially put it at least seventyperformances may be icked for. Stan- five. The number of non-contesting cars :40 2-5, on an unbanked track at Buf- mobile parties will make Buffalo their the Fourth of July meet, he will prob- tion, which precedes the start of the Fryer. tour will attract many. The makers are The new Paterson Stadium will be also taking a greater interest this year, the first banked motorcycle track in the world. It measures six laps to the mile, competition is brought down to the and has been constructed of Oregon finest point, every car carrying observing any bets, chalked up a probable fir strips, 14x2 inches, laid on edge. The ers who must be men who have been turns are banked to an angle of forty- connected with the trade for at least eight degrees, and the stretches to six months and directly connected with

structed to hold the fastest speed pos- The real truth will now be ascertainsible. The track itself is twenty-six feet ed in regard to the showing made by wide, with a running board of six feet, each car and in regard to the effect of There is expected to be something do-tire troubles. There will be no skying when the high-powered motorcycles larking about the test, and as all makshoot around its banked curves faster ers sought just such a contest, their than a mile a minute. A heavy guard entries will to received in greater numrail will be placed around the top edge ber than ever. The early entry list protect the spectators in case one has no bearing on the final coults, for of the machines should run amuck.

As the coming meet will be the first such an event. There are already in of its kind in America, besides being hand eighteen entries, and inquirles the annual championship meet of the which point certainly to forty more,

### TOUR ON BICYCLE ACROSS CONTINENT

L. S. Jacobson, of Los Angeles, is not be concluded until October 1.

Mr. Jacobson will cross the United States in a roundabout fashion. He started from Tia Juana, Cal., which is the most southerly town of the country on the Pacific side, and will finish in Boston. En route he will visit the Yosemite valley, San Francisco, Portland, Seattle, and thence go east along the line of the Northern Pacific. When Yellowstone Park is reached Mr. Jacobson will spend about three weeks in seeing the won-ders of Uncle Sam's great out-ofdoors museum. From there he will the follow the railroad to Minneapolis and St. Paul, thence southeast to

## **ENTRANTS AT FIFTY**

From the Windy City he will folow the line of the Michigan Central to Detroit, skirt the north shore and two of Lake Erie to Buffalo, cross New his name. York State to Albany, and follow the good roads of New England to Boston. Mr. Jacobson has reduced his luggage to about twenty pounds, and the pleasant tour he has planned for himself sounds good to every cyclist who has ever experienced the ex-hilaration of long-distance cycling.

## AUTOS ARE TESTED FOR USE IN WAR

Department Conducts Experiments to Shed Light on Adaptability.

Department is now working out at the some. Just what would have happe adaptability of the automobile for military purposes.

The machines chosen for this test are two 30-horsepower Studebaker cars, of same type which carried Maj. Gen. F. The two cars are being put to every

onceivable test. One is reserved for

the exclusive use of Maj. Gen. F. D. Grant, and the other is held for the us of his staff. The country around Pine Plains, N. Y., is rough enough to thoroughly test the endurance of the cars. ontinue to give the same kind of servavailability for military work anywhere. It has already proven that it can go where a horse and wagon can't, of 99 miles an hour. With ordinary luck but it does the work so much more

peedily that there is no comparison." No one in camp is better pleased with h showing made by the two automoeasily taken on horseback. I believe that the automobile has proven itself Little can be properly estimated of the probable number of entries in the sixth annual A. A. A. tour, owing to the fact that many owners and manu-

#### RACES AT SEATTLE FURNISH THRILLS

nd most thrilling race of the Meadows ley T. Kellogg recently broke the world will be unusually large this year, and record, when he traveled ten miles in it is safe to say that hundreds of autocap at a mile and seventy yards, and with one of the closest finishes yet s alo, and as Kellogg has entered for headquarters on July 9, for the conven- when Lotus Eater nosed out Edwin T.

Lotus Eater broke the track record, 1414. for the distance, clipping off a full second. Summaries:

full second. Summarles:

First race—Six furlongs; selling. Nattle Bumpo, 165, (W. Kelly), 3 to 1, won; Seelina, 102, (Archibald), 37 to 1, second; The Sultan, 102, (Page), 5 to 1, third. Time, 1:13. Kokomo, J. W. O'Nefil, Aglogna and Ray Bennet also ran.

Second race—Six furlongs; selling. Isal, 107 (Hayes), 17 to 5, won; Nagazam, 110 (Scoville) 4 to 1, second; Aunt Polly, 106 (Rettig), 7 to 1, third. Time, 1:13 Lee Harrison, St. Elmwood, Toupee, Bologna, Ray Bennett also ran.

Third race—Mile and seventy yards handicap. Lotus Easter, 107 (Gaugel), 2 to 1, won; Edwin T. Fryer, 100 (Archibald), 5 to 1, second; Johany Lyons, 104 (Hayes), 20 to 1, third. Time, 1:434. Brookleaf and Fred Bent also ran. Fourth race—Four and one-half furlongs; purse. Lea Rose, 122 (Lynch), 3 to 5, won; Right Easy, 113 (A. Wabsh), 18 to 5, second; Rose Queen, 122 (W. Kelly), 18 to 5, third. Time, :53½. Three starters.

Fifth race—Mile and sixteenth. High

Fifth race—Mile and sixteenth. High Gun. 98 (Archibaid). 13 to 10, won; Gar-gantu, 109 (A. Williams). 3 to 2, second; Lady Souffle, 91 (Buxton), 40 to 1, third.

Sixth race-Five and one-half fur-iongs. Security. 112 (A. Walsh), 3 to 10, won; Burleigh, 112 (Gaugel), 5 to 1, sec-ond; Gemmell. 115 (Harris), 7 to 2, third. Time 1.07%. Early Tide and St. Francis also ran.

RAILROAD Y. M. C. A. LEAGUE. J. W. Watson played exceptionally good ball Friday. He got three hits, one run, and made two put-outs.

Al Groves made but two hits in his last game, a triple and a double. That is really need. pelow Al's standard.

Sullivan lowered Sam Handy's colors, when he allowed the big fellow but Shanahan made seven put-outs Fri-

value.

day. Pat copped everything that came his way. Besides these he made two hits when they were most needed. Anderson played good ball on Fri-Two bingles, three runs, six put-outs, and two assists were chalked against

In the last three innings, Ryon punch-

ed out two of every three up. Sullivan is the only southpaw in the

league who can make any noise. There is a tie for last place.

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			g		
1906	Ford	Runab	out		\$400
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## Training of Harness Horses Progresses Despite Torrid Heat

asked, they could go to the races to-morrow. When Mott first camped at

Brightwood in the spring, some horse-

men were inclined to smile at his am-bition to be a trainer. That he has

made good is generally conceded. Rus-

sell G and Happy G. are his handiwork,

and the fact that he had good material

to begin on does not mitigate the fact

rretrievably ruined by bad judgment

It is rumored that a green horse has

recently been slipped into the city that

o record and it is said that miles

the best amateur trainers and drivers

the District of Columbia has ever pos-

sessed. Neil is a man who never gets

rattled, is a splendid judge of pace,

knows the art of balancing, and is

known to be incorruptible in the sulky.

Such a man is a jewel when found,

and were he to devote his time to train-

ing and racing horses would rank way

leaves for Windsor, Ontario, in a few

In fact, quite a delegation of local

horsemen are billed for Windsor and

John H. Gheen, of Mt. Pleasant. The latter is almost a yearly patron of

the grand circuit and quite a familiar

It is alleged that Mr. Morris' trip is

ot solely one of pleasure. For some

time he has been possessed with the

ambition to own a sure enough race

horse; and while in Detroit will size

up some of the green ones that will

be for sale and are able to make good

in any company in which they may be

for some time had his eyes turned on

South Africa as a field of future labor.

He believes that country promises a

rich field for the runner and has for

some time been in correspondence with

The improvements under way for the

past three weeks at Henry Copper-

thite's new track at Burke's are about

completed. By the middle of the week

most of the horses slated for the sev-

eral classes will be located in the new

stables at that point, which are the

figure on the big ring.

In spite of the torrid weather of the ing good, but whether he will be able week, the training of horses has rapid-ly progressed, with the single exception, remains to be seen. perhaps, of the horses located at Bright-J. C. Mott has brought Russell G. and Happy G. along so carefully, that, if

One of the problems which the War twice in three weeks, which is going ational and State encampment at Pine if Frank Thomas had not rushed in last Camp, near Watertown, N. Y., is the week to fill the breach may readily be understood by those who are able to size up the situation.

But for the enterprise and energy of Thomas, Brishiwood the present season would not have cut a figure ace high in the equation of local sport. His has been the one dominant figure at the track and had Manners ended his existence on Decoration Day, the strongest pillar of local sport would have been stricken down.

out his racing string, which in advance of actual contests, looks to be one of Col. E. F. Glenn, chief umpire of the largest and best ever sent out from naneuvers, said upon his arrival at the District by a single individual. The camp: "If the two Studebaker cars gem of the lot, is the pacing filly. Manuella, which in her three-year-old form ice that they already have there is not last season, paced to a record of 2:19%, the slightest doubt in my mind for its and which, if driven out, could, under favorable conditions, pace a mile close

Another good prospect in the pacing division is the stallion Red Princeps, that already can show miles around 2:20, and by reason of his smooth way of days to view the races at that place. going ought to get a mark this year in 2:15 or better it Hall cares to have Corsiles than Maj. Gen. F. D. Grant, He bin cut him loose. The best trotting Detroit. Among the lot slated to go said today: "I hardly believed that it prospect in the Hall stable, (with Galare John Morris, Albert E. Brooke, would be possible for automobiles to go lant Maid out of it), is the three-year- Thomas Bond, Samuel Phillips, John to the places where I have seen these old stallion Bow Bells, jr. He has shown Powers, Prof. Gales, and, probably, two Studebakers. We have purposely so well that he has been liberally ensubjected them to the severest tests, tered in all o the Virginia and North They are especially valuable in plotting Carolina fairs futurities, Mr. Hall is out problems where it is necessary to having tried out two more promising carry guns and other paraphernalia not ones, which he may take to the races late in the fall.

A mare that is attracting a great deal owned by Jacob Hillerary, of Georgetown. She is brown in color, a trotter, and so big gaited that an ordinary sulky does not permit her to extend herwith a 2.20 mark when preperly conditioned, and, perhaps, shade those figares a trifle. Hillerary adopted new ctics early in the season, and is bring-Ing his horses to a racing condition slowly. T. E. S., in the same stable, is still being given slow miles, and is intended for the fall purses.

The improvements up

Frank Thomas will, as usual, place eliance in all the trots he will enter in be wonderful old gelding, Sir Electroid, Time cannot wither nor freient racing stale his capacity to get n the money. A new one that Frank stables at that point, which are the thinks well of is a pacing stallion rethinks well of is a pacing stallion recently purchased. He is by Happy Russell, and has come to his speed faster
than any other horse handled in the
District for the same length of time.

District for the same length of time.

QUIET JULY FOURTH! NOT A LITTLE BIT

—Young America

Major Sylvester Will Issue Restraining Order Tomorrow-Boys Protest.

"There ain't goin' to be no Fourth of July this year," is the slogan of the Police Department.

"Yes, there is," is the shibboleth of the small boy in Washington

And from present indications it looks as if the small boy would put the kihosh on the minions of the law, and any copper who tries to taboo giant can burn the earth at the trot. She has touching on and appertaining to a prop-no record and it is said that miles er celebration of Independence Day, is around 2:15 are simply play spells for likely to sit on a stick of dynamite just at the psychological moment, so to into the hands of James Neil, one of speak.

Will Issue Order.

Having cast aside all recollections of the days when he was a small boy, Major Richard Sylvester, the big stick in the bluecoat line, is going to issue an order tomorrow that will prohibit the use of almost any kind of an explosive that is enough of an explosive to make the kind of a noise that will satisfy

Of course, all this is an old story Similar orders have been issued every year. But with orders and extra poiscemen, it was Fourth of July just as it always was, and it will be the Fourth again this year. Time and tide wait for no men, and the calendar doesn't

Things started last night. And right in front of Police Headquarters, too. Sleeping on a bench in Judiciary Square, an ebony-complexioned male person was peacefully enjoying a quiet slumber; Half a dozen youngsters, loaded to the hilt with various articles for making noise, came along just at the right time The next thing the colored man knew entered. As for Mr. Brooke, he has there was an explosion. Six urchins scampered in different directions, and the seeker of rest sought peace in a more secluded spot.

#### WASHINGTON GIRL WEDS IN NORTH

NEW BEDFORD, June 27 .- Miss Mary moot, of Boston, daughter of Mrs. William B. Geoghegan, of New Bedford, and her first husband, the late William Sydney Smoot, of Washington, was married today to Robert Parkman Blake, of Boston, son of Mrs. S. Parkmn Blake, of Brimmer street, in the Unitarian Church. The Rev. William B. Geoghegan, the bride's

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